

How Millions of Men In War are Moved, Fed

Work of S. O. S. in France Exceeds All History of Military Feats.

QUICK SERVICE IS THE RULE

Army Uses 1,500,000 Pounds of Refrigerated and Fresh Beef Each Day—Immense Supplies Needed to Feed Yanks—Works Like a Machine.

By CHARLES N. WHEELER. (On the Chicago Tribune.)

In the S. O. S. Sector, France.—The matter of feeding the army in France is an epic story. It is truly of heroic proportions.

Just now it requires about 1,500,000 pounds of refrigerated and fresh beef to feed the army in France each day, besides the hundreds of thousands of pounds of bacon, mutton, ham, corned beef, canned salmon, and a host of pickled meats and fish. More than 200,000 cans of tomatoes, corn and peas help to make up one day's rations.

Something like 230,000 cans of jam, 2,000,000 cans of peaches, 5,000 jars of pickles, 3,000 bottles of catsup, carloads of canned lobster and other sea foods, more than 2,000 boxes of chocolate, fresh white bread made of American flour and all the boys want, even the good old corn bread served hot, besides the immense quantities of potatoes, beans, prunes, coffee, sugar, milk, pepper, salt, vinegar, cinnamon, sirup, and about everything found in a well-stocked farmer's pantry in the United States are laid before the American army in France every day—and it is all there for the dot.

Works Like a Machine. It is there in every section of France, from Soissons and Toul to Marseilles and from the Swiss border to the Bay of Biscay. All France is a great industrial place and there is hardly a spot in the whole country, including the sections under heavy shell fire, where the S. O. S. is not standing at attention when the dinner bell rings.

Meantime, men and munitions, and all manner of supplies are moving up to the front continuously, and the fighters are coming back for a little rest. The machinery works smoothly—and efficiently. There are side lines of great interest. One of these is the traveling bathroom. An outfit that requires only three trucks is now sent up to the lines to greet the boys as they come out of the trenches and give them a fine scrubbing. Each outfit will wash 500 boys an hour.

Meantime the S. O. S. is filling orders from the front. It may be a few thousand infantry, an artillery regiment or several such regiments, machine gun companies, and so on through the list. They are delivered immediately.

The wounded have to be brought back to the hospitals. The trains and ambulances are ready and they move like clockwork—except that getting back from the first-aid stations at times is not quite as slow as a clock. The wounded are sent to all corners of France and the big machine works on almost faultlessly.

Whole armies of the mobile sections now are transported quickly from sector to sector. It is up to the S. O. S. to see that all this equipment is provided.

Salvage Work Important. The S. O. S. besides doing an enormous business in the manufacturing line, conducts a large salvage plant, or plants, into which flows a steady stream of battlefield wreckage. In the clothing branch of the work alone they are saving the taxpayers back home \$3,500,000 a month. More important than the money saving is the saving of tonnage.

At one station mammoth American locomotives are assembled "while you wait." Six of these leviathans are put together every day and are doing their bit the next day.

It was found advisable to operate a special train for American military men between two widely separated points in France. As soon as the necessity presented itself the train was installed. It is called the "American Special." It is manned by Pullman car porters—negro boys who have had long training on the de luxe trains back home. They are rated as first class wagon men here. American railway conductors have been assigned to this train, or trains, one running each way every 24 hours.

Of one thing the mothers back home may be thoroughly assured, and that is that not one of their boys wants for a single thing in the way of subsistence and medical and surgical attention. No army ever took the field better provided. And while the appreciations are being passed around it is not out of place to observe that the subsistence division of the war department at Washington is entitled to a decoration for the efficiency it has achieved.

Something over 300,000 enlisted men and about 25,000 women comprise the "help" in the S. O. S. organization. A large number of officers, of course, are required for the supervising positions, but practically all of the workers are men in khaki who have been termed the "ammunition passers."

Employs Army of Women. Of the 25,000 women in the work most of them are French women. A two-fold aim is achieved in the utilization of these women. A large percentage of them would be charges

against the state unless afforded this means of sustaining themselves.

Not the least serious of the problems confronting the war department was the question of the distribution of supplies in France. A million men might be landed in French ports, together with the necessary equipment, but how under the heavens was this vast storehouse to be transported to the interior and on up to the lines, with the manifold exactions that would have to be met in doing it speedily and orderly and with the French transportation facilities already groaning under the home load? The German staff agreed it could not be done.

Right here seems a good place to introduce Brig. Gen. Johnson Hagood. He is chief of staff of the S. O. S. He has served in the war department with every chief of staff of the army since the general staff was created by congress. He is a native of South Carolina, a nephew of the late Brig. Gen. Johnson Hagood of the Confederate army and one time governor of South Carolina.

The present chief of staff attended the university of his home state from 1888 to 1891 and graduated from West Point in 1896. He has served as personal aide to Generals Bell and Wood.

General Hagood is one of the younger generals of the army. He is small of stature, quick of action, and a human dynamo. His mind works like chain lightning.

"How did you do it?" I asked him. A flicker of a smile flitted across the face of the West Pointer.

"Well, we had to do it—and we did it. That's all.

It was a mere statement of fact. There was no philosophy to it. Just had to be done, and—was done!

"It would be impossible for me to tell you how this plan has been worked out," he added. "Moreover, I am not permitted to give out interviews to newspaper men. But in this case I understand you have been authorized by General Pershing's headquarters to get an interview from me, so I will try to tell you something about it.

Undeceiving Themselves. "In the first place, it is the biggest military undertaking in the history of the world. No military authority ever laid so bold a plan on this earth; nothing that Alexander the Great, Julius Caesar or Napoleon ever planned compares with it in scope or daring. The Germans laughed at us when we proposed it, and even those of us of the old army who sat around the war college wondering what we would do in a great war, never dreamed the United States, the most unimpaired nation on earth, could put 4,000,000 men in France. To supply such a body of men from a base 4,000 miles away, to organize them, to fight 'em, and to fight 'em as well as the best soldiers in Europe today—is the greatest military accomplishment of all times.

"So far as my end of it is concerned it is all a matter of team work. The work is that of the bureau chiefs. You might compare me to the quarterback of the team. I give the signals and pass the ball, but they really do the work, and they have done it exceedingly well. We are way ahead on our program. We supply twice as many men in France as the most optimistic of us had expected. And at the present rate it will not be long before we will be supplying in France an army four times as large as that we had originally contemplated.

"As to the character of the work, we have had to build and repair railroads. We have built permanent docks and wharves at the ports, and some of these ports are more prosperous now than they ever have been in their history. We have constructed aviation fields, repair shops, salvage plants, supply depots, hospitals, cold storage plants, water supply, etc.

Rushing a New City. "It is rather difficult for one to visualize the proposition of going into an open field and constructing a 10,000 bed hospital. It means in reality a

ASTRIDE PLANE UPSIDE DOWN; RIDES TO EARTH

London.—A British airman, while flying at a height of 1,600 feet, had the tail of his machine shot off by a direct hit from a shell. The machine turned upside down and the pilot was thrown from his seat, but he managed to clamber onto the bottom of the fuselage, on which he remained astride.

Although the machine was out of control, he managed, by moving forward and backward, to balance it and glide steadily downward. Under a strong anti-aircraft fire he crossed the German lines successfully a few hundred feet from the ground. His machine came down with a crash and he received some injuries, but will recover.

city of 15,000 inhabitants, with all the necessary appliances in the way of water, sewerage, stores, fire protection, lighting system, etc. Imagine all the retail stores in Chicago consolidated into one, and you get an idea of what it means when we say a depot containing ninety days' supply for 1,000,000. Think of a cold storage plant where 20,000 head of cattle, or 80,000 quarters of beef, can be provided for under one roof.

"Of course, we only handle this end of it. Our job over here is to get the stuff off the ships, get it on the trains, and pass it on up to the front. It comes in a never-ending stream.

The problem of the staff departments is divided into four grand groups—transportation, construction, supply, and hospitalization.

"Under transportation," continued General Hagood, "we group ocean transport and inland waterways, all railroads, including standard gauge and narrow gauge; all horse and mule transportation, including wagons and pack animals, and all forms of motor transportation. No possible form of transportation has been overlooked.

"Under construction we have to consider the building of railroads, the erection and assembling of cars and locomotives, the building of wharves, docks and storehouses; the construction and repair of barges and other vessels for use on the canals and navigable streams, bridges, and, in fact, everything from the cutting of the timber in the forests to its final assemblage for practical use.

Their Own Manufacturers. "Under supplies we include water, food, clothing, fuel, animals, forage, guns and ammunition, airplanes, etc. We have taken over a great many manufacturers. We make our own chocolate, and manufacture hard bread, and a number of such commodities. There is one bakery in the center of France from which we send out every day fresh bread for 500,000 men.

"Under hospitalization we include receiving and caring for the sick and wounded evacuated from the front.

"In order to decentralize this industrial institution the zone of operations is divided into nine sections—the advance section in which the armies are actually engaged, the intermediate section, containing the great central portion of France and seven base sections which include the ports.

"The whole thing is like a great network. General Pershing has placed the responsibility for its operation upon General Harbord, the commanding general of the S. O. S. I am his chief of staff. Associated with me are about fifty general staff officers, through whom all the activities of the S. O. S. are co-ordinated. The balance of the staff here consists of about 1,000 officers and 2,000 enlisted men and clerks.

"One of the most important agencies we have is the general purchasing board, presided over by Col. Charles Gates Davies, formerly of Chicago. This board is charged with the purchase of all supplies that are obtained in Europe, and also represents us in co-ordinating the supplies of the allies in such a way that there is no duplication among the great nations concerned.

MANY MEN KILLED IN BIG EXPLOSION

Shell-Loading Plant In New Jersey Blows Up.

MANY TOWNS ARE SHAKEN

Firemen And Rescuers Crave Death To Remove Victims From Plant Of T. A. Gillespie, At Morgan, N. J.

Perth Amboy, N. J.—Many men were killed and scores of others injured in a tremendous explosion at the plant of the T. A. Gillespie Shell Loading Company, at Morgan, near here. This explosion, which shook the countryside for miles around and caused citizens of South Amboy to flee from their homes, was followed by a series of less severe explosions and by a fire which for hours defied the efforts of fire departments summoned from all nearby cities and towns.

Estimates placed the number of killed and hurt at from 50 to more than 100.

Ambulances sent from here and carrying 25 doctors returned with many of the injured and for fear that the city hospital would not accommodate all the victims brought here, a hotel was prepared to receive the overflow. Ambulances dispatched from Elizabeth and other cities were reported to be taking other victims to those cities. United States Base Hospital No. 3, at Colonia, sent ambulances and doctors to aid in the rescue work.

Among those reported to have been killed was Arthur H. Stanton, of Perth Amboy, superintendent of the unit in which the first explosion occurred. The report of his death has not been confirmed.

The plant, which is being operated for the government by the Gillespie Company, employs several thousand men and women, working in three shifts, but officials said that there were only about 500 men in the plant when the explosion occurred.

The plant was engaged in loading high explosive shells. With the first explosion government officials telephoned to nearby camps for soldiers to serve as guards, and several hundred, with a detachment of Coast Guards, were rushed to Morgan.

The plant, which covers an area of 12 square miles, comprises many small buildings situated along Chesapeake Creek. The first explosion occurred in one of these buildings in which T. N. T. was being made, and the flames, spreading to other structures, caused a series of further blasts.

Explanations regarding the cause of the explosion vary, but according to one account, excessive heat was applied to a vat of T. N. T. Another account had it that a shell, which was being lifted, fell and exploded.

The first blast was terrific. It shattered nearly all the glass in South Amboy, one and a half miles away, and was felt for a radius of nearly 10 miles.

Downs German Airplane. American Aviator Wins In Spite Of Cranky Motor.

American Army Northwest of Verdun.—Aviator Rollins Meyer, of Oakland, Cal., shot down a German airplane near Verdun in a spectacular fight. Although his own motor was working badly he attacked the enemy machine and riddled it with machine gun bullets, forcing it to land. His own machine came down immediately afterward near the German airplane whose officers surrendered to Meyer. Carrying the machine gun of the German airplane as a souvenir, Meyer brought the enemy airmen in on foot.

No More Fancy Shoes. Number Of Styles To Be Reduced To 150.

Washington.—There will be no more new shoe lasts until after the war, nor any more two-colored or other fancy models of foot gear. It was disclosed that these are among the provisions of the conservation and standard price agreement between the War Industries Board and manufacturers, under which the number of shoe styles will be reduced from about 650 to 150.

Huns Beaten In Africa. Remnants Of Force Thrown Back Beyond Rovuma River.

Paris.—Portuguese forces in Africa, in conjunction with the British, have thrown the remaining German troops in German East Africa back across the Rovuma River, according to the Petit Parisien. The Rovuma runs from the region of Lake Nyassa to the Indian Ocean and forms the boundary line between Germany and Portuguese East Africa.

Metz Railway Bombed. Airdromes Also Raided By British Fliers.

London.—The independent British air force Thursday night bombed the Metz-Sablons Railways and airdromes at Morhange and Frescaty, according to an official communication.

Turk Minister Oit. Holder Of Portfolio Of Interior Reported Out.

Amsterdam.—The Turkish minister of the interior has resigned, according to a Constantinople message.

Uncle Tim Dyer, a Vinahaven fisherman, who has nearly attained his sixtieth birthday, astonished the natives by towing in a halibut which weighed 332 pounds.

PREMIER OF CANADA IS ENTHUSIASTIC SPECTATOR OF ARMY GAMES IN FRANCE



The photograph shows Sir Robert Borden, premier of Canada, with some of the winners of the athletic meet held recently by a Canadian corps at the front in France.

Sir Robert viewed the games with keen interest and professed himself as being satisfied that the Canadian soldiers were getting their share of exercise and recreation.

EVEN TEMPER SWIMMING AID

Claire Galligan Also Tells Mermaids Not to Be Afraid of Water and Get Much Sleep.

Claire Galligan, the famous girl swimming expert of New Rochelle, N. Y., discloses some of the secrets of her prowess in the water for the benefit of other girls. She says:

"Eight years ago I couldn't swim a stroke, but I never was afraid of the water.

"The girl who would become a rival of mine must be a glutton for sleep.

"Curfew rings for me at 10:30 and I sleep from eight to ten hours.

"I am always in perfect condition because I am always in training.

"Candy and pastry should be avoided



Claire Galligan.

—they make you heavy as lead if eaten to excess.

"Don't be afraid of the water—it's the best beautifier in the world.

"I am just beginning to know I am in the water at 220 yards. At 440 I am ready to begin, but I don't hit my stride until I have reached the first half mile.

"In order to become a good swimmer a girl must be in perfect control of herself. How many could swim 100 yards without weakening?

"Be persistent, get plenty of sleep, do not dissipate, and, above all, be cheerful. An even temper will never let you sink."

KID ELBERFELD HAPPY

Norman ("Kid") Elberfeld, who played in Detroit and New York before winding up his major league career as a member of the Washington club in 1911, is now an athletic instructor at Camp Shelby, at Hattiesburg, Miss., specializing in baseball.

"At last I'm happy," says the "Kid." "I know blasted well none of my players can jump the team."

Nutmeg State Soccer Boys to Colors.

Connecticut boasts of over 600 soccer football players and officials with the colors.

LISTER JOINS NAVY SCHOOL

Acting as Boxing Instructor for Officers' Naval Reserve at Municipal Pier in Chicago.

Edwin Lister, Jr., is boxing instructor for the officers' naval reserve at municipal pier, Chicago, but there probably are a number of fans who will not recognize the instructor by that name. They probably will remember him as "Eddie Retzl," for that is the name he adopted when he boxed professionally in various parts of the country under the management of Harry Gilmore. For a time Lister gave instructions to the students at Notre Dame university.

Speaker Has Made Flights. Tris Speaker, who has made application for entrance into the naval aviation service, already has made a number of flights in seaplanes, and enjoyed the experience.

Good Work by Mabel Trask. Mabel Trask has trotted heats in 2:01 1/2 in two different races this year in the eastern Grand circuit races.

BASEBALL IS QUITE POPULAR IN FRANCE

Soldiers Turn to Game Just as Soon as There Is a Lull.

Play Is Started While Enemy Shells Are Shrieking Overhead—War Is Entirely Forgotten Among American Boys.

(By E. A. BATCHELOR.)

Saturday morning the Germans held the position. Sunday afternoon American artillerymen were playing ball there. Thus the Yankee national game follows the flag.

It might seem strange that soldiers after days and nights of battle, hours of fatigue and danger, should turn to baseball the very first moment there came a lull, but this has been the rule rather than the exception all summer in France.

Sometimes the play starts while an occasional enemy shell is still shrieking overhead, though the officers do not encourage that sort of reckless exposure to danger.

The explanation for the soldier's love of play at the extreme front is that his nervous system has been so upset that he needs action. He cannot go from the excitement of battle to the calm of complete repose all at once. He must let himself down gradually, just as men who have been working in compressed air must go through the air lock before it is safe for them to breathe the atmosphere at its normal pressure.

Baseball serves the purpose admirably. It gives them something to do with their bodies while nature is adjusting itself, and something to think about that will enable them to forget the horrors they have just passed through. It is both a physical and mental tonic.

In the particular case mentioned above a group of artillerymen were firing two big "165" rifles placed beside a road. The two pieces, served with the regularity of clockwork by a part of the battery, were harassing the retreating Huns. The men not actually engaged in shooting sat and lay around with nothing to do but think. They were too tired and excited after the advance to sleep.

A. Y. M. C. A. van came along the road and one of the men in it called out to ask whether an indoor baseball could be used there.

With one voice the artillerymen answered "yes." The "Y" man threw out a new ball and one of the soldiers caught it.

"First hitter!" he yelled.

"Second hitter," yelled another. "Pitcher," shrieked a third. And so on until all the desirable places were claimed.

A pick-handle answered for a bat. In a minute the game was in progress. The batter stood between two guns and the fielders were spread out in front, so that they got the full force of the terrible blast when the pieces were fired.

They paid no more attention to the ear-splitting crack of the guns than to the buzzing of the flies around the mess tent. War was forgotten and they were just American boys at play, instead of men engaged in the business of slaying.

An officer saw the game and smiled. He knew that the morale of that battery would go far over par as a result of the play. It was just the thing that they needed, but he feared that some of the men in the field might suffer harm from having the guns fired right over their heads, and ordered the scene of action shifted across the road where everyone would be behind the long rifles.

This incident is typical of what sport is doing to keep up the morale of the American army in the combat zone. The Y. M. C. A. has wisely concluded that here the work of the physical department is more important than in the more remote areas, and is putting forth every effort to supply the "material."

Physical directors are not being sent into actual fighting because they would be in the way there. While engaged in grappling with the Boche, even the most enthusiastic sportsman hasn't any time for games.

But the minute the men are able to think of playing, the Red Triangle is there to look after them. As soon as a unit is brought back to rest after a few days of hard fighting, the "Y" begins to put on an athletic program.

Officers heartily endorse the work and several unit commanders have made formal requests for physical directors in the rest billets.

The results have been most gratifying. Units that have come out of the lines badly used up have been able to get on their feet in a few days and the men have gone back to the business of killing the Boche with renewed "pep."

GRIDIRON GAME IS PROPOSED. Johnny McGovern, Ex-Gopher Star, Is Anxious to Play Against Alma Mater This Fall.

Johnny McGovern, one of the great football players ever developed at the University of Minnesota, is anxious to play against his alma mater this fall. McGovern is in the engineering school at the San Pedro, Cal., submarine base. The school will have an eleven and the Gopher quarterback will be a member. He proposes a contest with Minnesota at Minneapolis.

WILLIAMS AGAIN IS WINNER. Washington Player Captures Roquet Championship at Recent Annual Tournament.

Charles G. Williams of Washington, D. C. present and five times national champion, and twice national champion, won the national roquet championship for 1918, at the recent annual Roquet association at Norwich, Conn.

YANKEE AUTO TRUCKS ARRIVE IN ITALY



In this, one of the first pictures to arrive in this country of the actual landing of American troops in Italy, is seen a long trainload of automobile trucks belonging to the American forces.

"ANZAC" FROGS CLIMB POLES

Australian Variety Declared to Be Big Nuisance to Telegraph Company.

Sydney, N. S. W.—One of the great enemies of the overland telegraph line in Central Australia is the common green frog. In order to save the insulators from being broken by the lightning they are provided with wire "droppers" leading round them at a

little distance to conduct onto the iron pole in case of need.

The frogs climb the poles and find the insulators cool and pleasant to their bodies, and fancy that the "dropper" is put there to furnish them with a back seat.

After a nap they yawn and stretch out a leg until it touches the pole—result, sudden death to the frog, and as the body continues to conduct the current to earth there is a paragraph in the papers to the effect that "in consequence of an interruption to the

lines probably caused by a cyclonic disturbance in the interior, we are unable to present our readers with the usual cables from England."

More Honor to Pershing. Kansas City, Mo.—Plaza road, a well-known drive near the Union station, has been renamed "Pershing road" in honor of Gen. John J. Pershing, by the city council. The council has authorized the improvement of the road by widening and removing car tracks which are on part of it.